

Section Review of New Cargo Securement Rules
Voluntary Compliance authorized now
Mandatory Compliance as of January 1, 2004

Section	Synopsis
392.9	Requires cargo to be secured; not obstruct driver's view or ability to operate vehicle. Subsection (b) requires driver to inspect cargo to ensure load securement and reexamine load within certain hours/miles (exception for sealed loads or loads "impracticable" to inspect).
393.5	A number of new definitions. This is a MUST READ section.
393.7	Adopts a number of various industry standards by reference.
393.100	A general "catch-all." Requires CMV to be loaded and equipped, and cargo secured in a manner to prevent spillage. Requires cargo to be secured to prevent shifting to an extent that the vehicle's stability or maneuverability is adversely affected.
393.102	Subsections (a), (b), and (c) provide performance criteria that are unenforceable on roadside. Subsection (d) states that cargo secured in compliance with Sections 393.104 through 393.136 meets the performance criteria of this section.
393.104	Requires the following to meet the performance criteria of Section 393.102 <ul style="list-style-type: none"> • All securement devices (subsection (a)) • Vehicle structures, floors, walls, headerboards, etc. (subsection (c)) Prohibits the use of damaged or weakened securement devices or dunnage, blocking, etc. Securement devices must meet industry standards specified in subsection (e). Securement devices cannot be knotted, repairs must meet specified industry standards, must be secured to prevent unfastening or releasing, resist abrasion, and be protected from being cut by cargo.
393.106	This section does not apply to bulk commodities transported in tanks, hoppers or bins. This section applies to cargo types specified in the commodity-specific sections 393.122-393.142. Cargo must be firmly immobilized or secured to the vehicle, and articles that can roll must be restrained by chocks, wedges, etc. The aggregate working load limit of the devices used to secure the article (or groups of articles) must be at least ½ times the weight of the article (or groups of articles).
393.108	Specifies the working load limit for various securement devices.

Section	Synopsis
393.110	<p>This section is in <u>addition</u> to the requirements of Section 393.106.</p> <p>Subsection (b) specifies the number of tiedowns (based on length of article) for cargo not secured by a headerboard, bulkhead, or other cargo.</p> <p>Subsection (c) specifies the number of tiedowns/foot for articles that are secured by a headerboard, bulkhead or other cargo.</p> <p>Subsection (d) exempts cargo that must be secured by “special methods,” such as steel beams, crane booms, trusses, etc. from this section. It does require that these articles be “securely and adequately fastened to the vehicle.”</p>
393.112	Except for steel strapping, all tiedowns must be adjustable by the driver during the trip.
393.114	<p>This section applies to CMVs transporting articles “that are in contact with the front end structure of the vehicle.” The section specifies the size and performance criteria of front-end structures.</p> <p>Subsection (e) allows the use of substitute devices “performing the same functions as a front end structure,” provided the substitute device is as strong as and protects the cargo equally to a front-end structure.</p>

Specific Commodity Sections

393.116 LOGS	<p>Unitized logs (banded) are exempt from this section. Loads that have no more than 4 processed logs can be transported under Sections 393.100-393.114. Firewood, stumps, etc. must be transported in a vehicle/container enclosed on all 4 sides.</p> <p>Vehicles must be designed and built or adapted to log transportation, and must be fitted with bunks, bolsters, stakes or standards strong enough to withstand operational forces.</p> <p>Subsection (c) specifies how to secure logs generally. Subsection (d) specifies securement of crosswise-loaded logs. Subsection (e) specifies securement of lengthwise loaded logs. Subsection (f) specifies securement of logs on pole trailers.</p>
393.118 DRESSED LUMBER	<p>Applies to bundles of dressed lumber, packaged lumber, and building products such as plywood, gypsum board, etc. Loose lumber or building products must be transported under Sections 393.100-393.114.</p> <p>Bundles must be placed side by side in direct contact with each other, or otherwise prevented from shifting towards one another. Single tier bundles must be secured according to Sections 393.100-393.114.</p> <p>Bundles of more than one tier must be secured according to Sections 393.100-393.114 or under the provisions of subsection (d) of this section.</p>

Section	Synopsis
<p>393.120</p> <p>METAL COILS</p>	<p>Applies to one or more metal coils that total 5,000 lbs. or more. Coils totaling less than 5,000 lbs. <u>may</u> be transported under Sections 393.100-393.114.</p> <p>Coils with eyes vertical – subsection (b). Coils with eyes crosswise – subsection (c). Using an “X” pattern on the chains through the eye of the coil is prohibited. Coils with eyes lengthwise – subsection (d). Two options are provided for individual coils, one option for rows of coils. The use of nailed blocking or cleats as the <u>sole</u> means to secure timbers, chocks or wedges is prohibited.</p> <p>Coils transported in a sided vehicle without anchor points or an intermodal container must be loaded to prevent shifting/tipping. Blocking and bracing, friction mats, tiedowns, etc. <u>may</u> be used as well.</p>
<p>393.122</p> <p>PAPER ROLLS</p>	<p>Applies to one or more paper rolls that total 5,000 lbs. or more. Paper rolls totaling less than 5,000 lbs. <u>may</u> be transported under Sections 393.100-393.114.</p> <p>Rolls with eyes vertical – subsection (b). Split rolls with eyes vertical – subsection (c). Stacked rolls with eyes vertical – subsection (d). Rolls with eyes crosswise – subsection (e). The door cannot be used to secure the rearmost roll. Stacked rolls with eyes crosswise – subsection (f). Rolls with eyes lengthwise – subsection (g). Stacked rolls with eyes lengthwise – subsection (h).</p> <p>Rolls in a flatbed or curtain-sided vehicle – subsection (i).</p>
<p>393.124</p> <p>CONCRETE PIPE</p>	<p>Applies to concrete pipe on flatbed trailers and vehicles and lowboy trailers. Bundled pipe that can't roll or pipe in a sided vehicle <u>must</u> comply with Sections 393.100-393.114.</p> <p>WLL for tiedowns – subsection (b). Blocking – subsection (c). Arranging the load/tiers/bell pipe -- subsection (d). Pipe of different sizes must be grouped separately and secured separately.</p> <p>Pipe with an inside diameter of less than 45” – subsection (e). Pipe with an inside diameter of more than 45” – subsection (f).</p>
<p>393.126</p> <p>INTERMODAL CONTAINERS</p>	<p>Cargo within an intermodal container must be secured under Sections 393.100-393.114.</p> <p>Intermodal containers must be secured to the container chassis with securement devices or integral locking devices. Subsection (b)(2) specifies the distance in inches an intermodal container may shift in transit.</p> <p>Securement of loaded intermodal containers on flatbed trailers is addressed in subsection (c) and requires all of the lower corners of the container to rest on the trailer or a supporting structure capable of taking the weight. Subsection (d) exempts unloaded intermodal containers from this requirement under certain conditions.</p>

Section	Synopsis
393.128 CARS, TRUCKS, AND VANS	<p>Applies to vehicles with an individual weight of 10,000 lbs or less. Vehicles with an individual weight of more than 10,000 lbs. must comply with Section 393.130.</p> <p>Must be restrained at front and rear with at least 2 tiedowns. Tiedowns designed for vehicle securement must use mounting points on the vehicle specifically for that purpose.</p> <p>Tiedowns fitting over and around tires must provide restraint in all directions and are not required to have edge protection where it comes in contact with the tire.</p>
393.130 HEAVY VEHICLES, EQUIPMENT, MACHINERY	<p>Applies to heavy vehicles, equipment or machinery, which operate on wheels or tracks and individually weigh more than 10,000 lbs. Vehicles, equipment or machinery that is less than 10,000 lbs. <u>may</u> be secured under this section, Section 393.128 or Sections 393.100-393.114.</p> <p>Accessory equipment must be completely lowered and secured to the vehicle.</p> <p>Vehicles, equipment or machinery must be secured in all directions using at least 4 tiedowns. Each tiedown must be as close as possible to the front and rear of the vehicle or on mounting points specifically designed for that purpose.</p>
393.132 FLATTENED OR CRUSHED VEHICLES	<p>Applies to automobiles, light trucks and vans that have been crushed or flattened. The use of synthetic webbing is prohibited for this cargo, but may be used to secure loose parts.</p> <p>Subsection (c) provides options for the use of containment walls, tiedowns, or a combination of both.</p> <p>Vehicles transporting this cargo must be equipped with a means to prevent loose parts from falling from all 4 sides of the vehicle that extends to the full height of the cargo.</p>
393.134 ROLL –OFF CONTAINERS	<p>Applies to roll-off and hook lift containers carried on a vehicle that is <u>not equipped with an integral securement system</u>.</p> <p>Requires securement to the front and rear by various options.</p>
393.136 LARGE BOULDERS	<p>Applies to any large piece of natural, irregularly shaped rock weighing in excess of 11,000 lbs. or with a volume in excess of 2 cubic meters on an open vehicle or in a vehicle with sides that are not designed or rated for this cargo. Rocks weighing more than 200 lbs. but less than 11,000 lbs. must be secured under this section or under Sections 393.100-393.114.</p> <p>General requirements — subsections (b) and (c). Cubic shaped boulders —subsection (d) (in addition to (b) and (c)). Non-cubic shaped boulders with a stable base – subsection (e) (in addition to (b) and (c)). Non-cubic shaped boulders with an unstable base – subsection (f) (in addition to (b) and (c)).</p>